

DFW METROPLEX HOSPITAL LAT/LONG GUIDE

| ALLEN | | | | | |
|---------------------|--|-------------------------|--|--|--|
| CITY | HOSPITAL | LOCATION | | | |
| ALLEN | PRESBYTERIAN | 33° 07.02′N 96° 40.34′W | | | |
| ARLINGTON | MEDICAL CENTER ARLINGTON | 32° 41.55′N 97° 06.68′W | | | |
| ARLINGTON | TEXAS HEALTH RESOURCES | 32° 44.92′N 97° 07.33′W | | | |
| AUBREY | EMERGENCY ROOM AT MAGNOLIA | 33° 13.22′N 96° 54.82′W | | | |
| AZLE | TEXAS HEALTH RESOURCES | 32 52.80′N 97 31.92′W | | | |
| BEDFORD | H E B HOSPITAL | 32° 50.01′N 97° 07.52′W | | | |
| BEDFORD | NORTHEAST COMMUNITY HOSPITAL | 32° 50.34°N 97° 08.85°W | | | |
| BUKLESOIN | CARROLLTON ROUL MEDICAL CENTER | 32 ZY.83 N Y/ ZZ.1/ W | | | |
| DALLAS | BAYLOD LINIVEDSITY MEDICAL CENTER DALLAS | 33 01.72 N 90 33.22 W | | | |
| DALLAS | MEDICAL CITY DALLAS FAST | 32° 54 73′N 96° 46.61 W | | | |
| DALLAS | MEDICAL CITY DALLAS HOSPITAL | 32° 54.69′N 96° 46.50′W | | | |
| DALLAS | METHODIST CHARLTON MEDICAL CENTER | 32° 38.71′N 96° 52.67′W | | | |
| DALLAS | METHODIST DALLAS MEDICAL CENTER | 32° 45.63′N 96° 49.48′W | | | |
| DALLAS | PARKLAND HEALTH & HOSPITAL SYSTEM | 32° 48.68′N 96° 50.23′W | | | |
| DALLAS | TEXAS HEALTH PRESBYTERIAN HOSPITAL DALLAS | 32° 52.82′N 96° 45.68′W | | | |
| DALLAS | TEXAS SCOTTISH RITE HOSPITAL FOR CHILDREN | 32° 48.06′N 96° 48.95′W | | | |
| DALLAS | VETERANS ADMINISTRATION | 32° 41.50′N 96° 47.20′W | | | |
| DALLAS | UTSW MEDICAL CENTER | 32° 49.23′N 96° 51.02′W | | | |
| DECATUR | COMMUNITY | 33° 13.02′N 97° 36.02′W | | | |
| DECATUR | WISE REGIONAL HEALTH SYSTEM | 33° 13.13′N 97° 35.50′W | | | |
| DENION | DENION RGNL CIR - FLOVY CAMPUS | 33 10.68 N 9/ 05.56 W | | | |
| DEINION ET MORTH | DAVIOR SCOTT & VALUE ALL SAINTS | 33 13.08 N 9/ 10.10 W | | | |
| FT WORTH | COOK CHILDRENIS | 32 43.67 N 97 20.60 W | | | |
| FT WORTH | HARRIS HOSPITAL | 32° 44.30 N 97° 20.47 W | | | |
| FT. WORTH | HARRIS METHODIST SW | 32° 39.41′N 97° 25.30′W | | | |
| FT. WORTH | JOHN PETER SMITH EMS BUILDING | 32° 43.62′N 97° 19.60′W | | | |
| FT. WORTH | MEDICAL CITY ALLIANCE | 32° 54.01′N 97° 18.76′W | | | |
| FT. WORTH | PARKWAY SURGICAL | 32° 53.46′N 97° 18.47′W | | | |
| FT. WORTH | PLAZA MEDICAL CENTER | 32° 44.08′N 97° 20.70′W | | | |
| FT. WORTH | TEXAS HEALTH HUGULEY HOSPITAL | 32° 35.26′N 97° 19.11′W | | | |
| FT. WORTH | TEXAS HEALTH METHODIST ALLIANCE | 32° 55.80′N 97° 18.53′W | | | |
| FRISCO | MED CITY FRISCO | 33°09.01′N 96°50.31′W | | | |
| GRAND PRAIRIE | DALLAS/FORT WORTH MEDICAL CENTER | 32 43.9/N 9/ 03.02 W | | | |
| INVINC | DAYLOR SCOTT & WITHE MEDICIR - GRAPEVINE | 32 30.03 N 9/ 03./2 W | | | |
| INVING | BAYLOR REALITH CEINTER AT IRVING COPPELL | 32 34./8 N 90 3/.13 W | | | |
| IE/WISVIIIE | MEDICAL CITY | 33° 02 65′N 97° 00 32′W | | | |
| MANSFIELD | METHODIST MEDICAL CENTER | 32° 34 03′N 97° 05 73′W | | | |
| MC KINNEY | BAYLOR MEDICAL CENTER | 33° 13.13′N 96° 41.00′W | | | |
| MC KINNEY | EMERGENCY DEPT | 33° 09.66′N 96° 38.18′W | | | |
| MC KINNEY | MEDICAL CENTER | 33° 12.80′N 96° 37.70′W | | | |
| MESQUITE | COMMUNITY | 32° 48.40′N 96° 39.30′W | | | |
| MESQUITE | MEDICAL CENTER | 32° 46.75′N 96° 36.07′W | | | |
| MIDLOTHIAN | METHODIST MEDICAL CENTER | 32° 28.25′N 96° 58.98′W | | | |
| NORTH HILLS | MEDICAL CENTER | 32° 49.58′N 97° 12.77′W | | | |
| PLANO | RAYLOR SCOTT & WHITE WED CIK - PLANO | 33 00.81 N 96 47.40 W | | | |
| PLANO | TEYAS HEALTH DESCRITEDIANI | 33° 02.61′N 96° 46.01 W | | | |
| PLANO | HCA MEDICAL CENTER | 33° 01.27′N 96° 45.97′W | | | |
| PLANO | MCP | 33° 01.36′N 96° 46.00′W | | | |
| PROSPER | COOK CHILDRENS NORTH CAMPUS | 33 13.28'N 96 52.18'W | | | |
| RICHARDSON | RICHARDSON RGNL | 32° 58.51′N 96° 43.56′W | | | |
| ROCKWALL | PRESBYTERIAN HOSPITAL | 32° 53.07′N 96° 27.87′W | | | |
| ROWLETT | BAKER SCOTT & WHITE MEDICAL CENTER - LAKE POINTE | 32 55.04'N 96° 30.51'W | | | |
| WILLOW PARK | TEXAS HEALTH CENTER | 32° 44.70′N 97° 39.70′W | | | |
| | | | | | |

CONTROL TOWER FREQUENCIES ON DALLAS-FT WORTH HELICOPTER ROUTE CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"MON-FRI" indicates Monday through Friday.

| CONTROL TOWER | OPERATES | TOWER | GND CON | ATIS |
|--------------------------------------|--|--------------------------------------|--------------------------------|--------------------------------|
| ADDISON | 0600-2200 | 126.0 239.0 | 121.6 | 133.4 |
| ARLINGTON MUNI | 0700-2100 | 128.625 123.2 (HELI) | 121.875 | |
| DALLAS EXEC | 0700-2100 | 127.25 335.6 | 119.475 | 126.35 |
| DALLAS-FORT WORTH INTL | CONTINUOUS | 124.15 134.9 (W) 126.55 127.5 (E) | 121.65 121.8 (E) 121.85 (W) | 123.775 (ARR) 135.925 (DEP) |
| DALLAS LOVE FLD | CONTINUOUS | 123.7 239.3 | 121.75 348.6 | 120.15 |
| DENTON ENTERPRISE | 0600-2200 | 119.95 | 123.95 | |
| FORT WORTH MEACHAM INTL | CONTINUOUS | 118.3 257.8 | 121.9 | 120.7 |
| FORT WORTH NAS JRB (CARSWELL FLD) | 0700-2300 MON-FRI 0900-1700 SAT-SUN O/T BY NOTAM | 120.95 269.325 | 121.675 279.575 | 351.675 |
| FORT WORTH SPINKS | 0700-2000 | 124.625 | 119.475 | 120.025 |
| GRAND PRAIRIE MUNI | 0800-1800 (0700-2100 DST) | 128.55 | 121.15 | |
| MCKINNEY NTL | 0600-2200 | 118.825 | 121.875 | 119.925 |
| MESQUITE METRO | 0700-2100 | 120.3 | 118.85 | |
| PEROT FLD/FORT WORTH ALLIANCE | CONTINUOUS | 135.15 257.9 120.825 (HEU) | 132.65 306.2 | 126.925 |

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|-------------------------|--|----------------------|
| DALLAS-FT WORTH CLASS B | 118.1 306.95 (NW) 135.975 379.9 (SW) 124.3 282.275 (NE) 125.2 343.65 (SE) | CONTINUOUS |
| | | |

"ARINC Helo Traffic Monitoring Frequency" - 123.02

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

DOWED BLAN

Example:

POWER PLANT

The name shown is that used by the controlling personner.

and is not necessarily the official name of the feature.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS

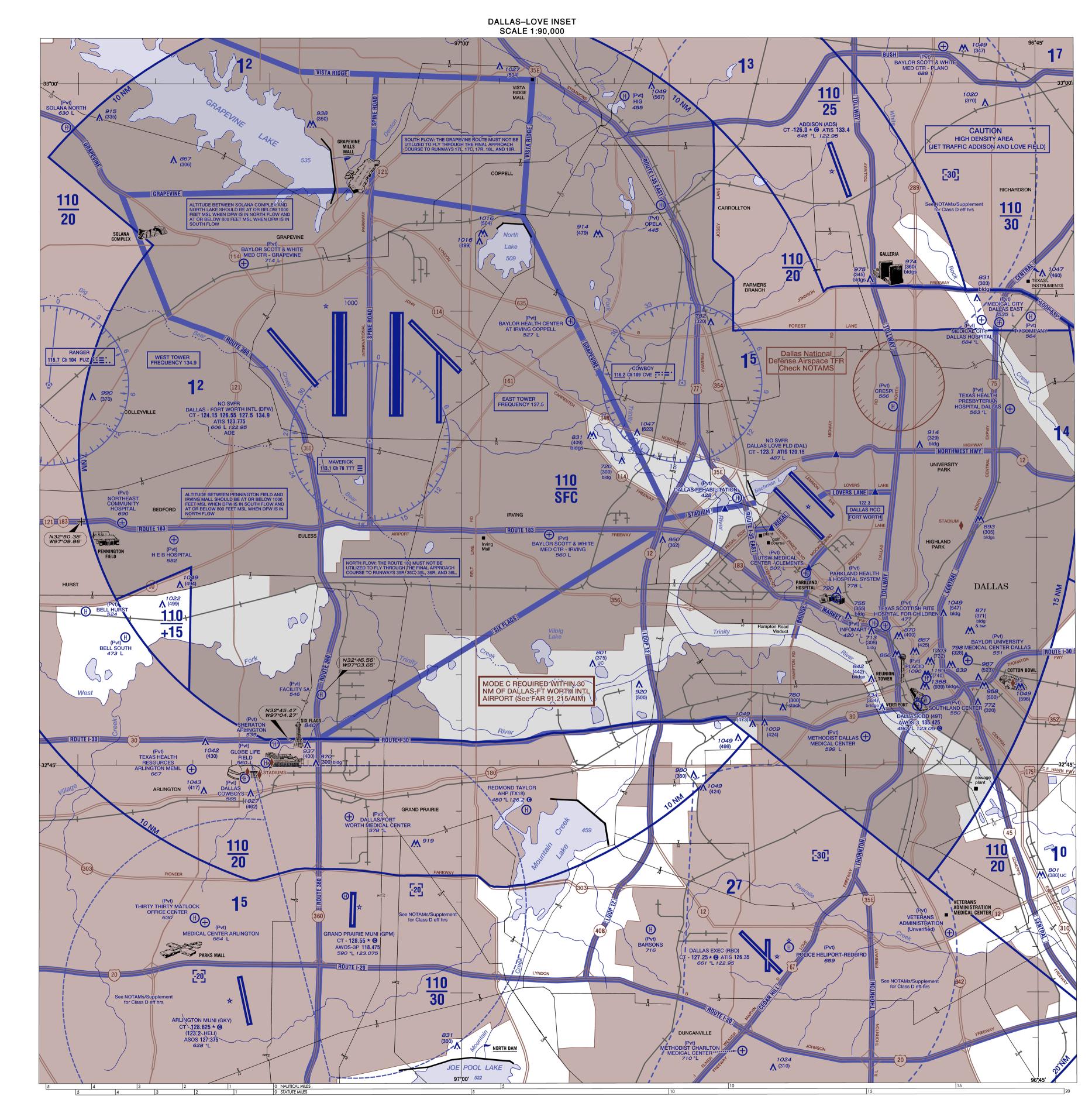
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

— ATTENTION —

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.)

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES—
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening
watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all
aviators to know and understand their responsibilities if intercepted. Review "AIM"
section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets
intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will
pay strict attention, contact air traffic control immediately on the local frequency or
on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals.
Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.



DESCRIPTION OF DFW METROPLEX HELICOPTER ROUTES

EAST-WEST ROUTES

BUSH: FROM THE INTERSECTION OF HIGHWAY 78 AND HIGHWAY 190, WEST ON HIGHWAY 190 TO THE INTERSECTION OF I-35 EAST.

I-20: BEGINNING AT WEST EDGE OF CHART AND I-20, PROCEED EAST ON I-20 TO EAST EDGE OF CHART AND I-20.

I-30: BEGINNING AT THE 1-20/I-30 INTERSECTION WEST OF FORT WORTH, PROCEED EAST ON I-30 TO THE EAST EDGE OF CHART NEAR ROCKWALL.

ROUTE-183: BEGINNING AT THE I-35 WEST AND NORTH LOOP- 820, PROCEED EAST ON HIGHWAY 183 (AIRPORT FREEWAY) TO THE INTERSECTION OF LOOP-12 AND HIGHWAY 183, THEN ALONG THE FREEWAY DIRECT TO THE INTERCHANGE AT I-35 EAST. [NOTE: ALTITUDE BETWEEN PENNIGTON FIELD AND IRVING MALL (BELT LINE ROAD) SHOULD BE AT OR BELOW 1000 FEET MSL WHEN DFW IS IN SOUTH FLOW AND AT OR BELOW 800 FEET MSL WHEN DFW IS IN NORTH FLOW.

VISTA RIDGE: FROM ROANOKE PROCEED TO THE NORTHWEST CORNER OF GRAPEVINE LAKE. PROCEED ALONG THE NORTH SHORE OF GRAPEVINE LAKE TO A POINT NORTH OF THE GRAPEVINE GOLF COURSE (NORTH END OF GRAPEVINE RESERVOIR DAM), THEN DIRECT TO VISTA RIDGE MALL. PROCEED SOUTH TO THE NORTH LAKE. [NOTE: EASTBOUND ODD ALTITUDES, WESTBOUND EVEN ALTITUDES.

NORTH-SOUTH ROUTES

CENTRAL: FROM THE SOUTH EDGE OF THE CHART AND I-45, NORTH ON I-45 TO NORTH CENTRAL EXPRESSWAY (HIGHWAY 75), NORTH ON HIGHWAY 75 TO THE INTERSECTION OF HIGHWAY 121.

DALLAS TOLLWAY: FROM I-35 EAST AND THE TOLLWAY, NORTH ALONG THE DALLAS NORTH TOLLWAY TO THE INTERSECTION OF HIGHWAY 121.

 $\underline{\text{I-35}}$ EAST: FROM I-35 EAST AND I-30 (NEAR DALLAS VERTIPORT), NORTHWEST ON I-35 EAST TO THE INTERSECTION WITH I-35 IN DENTON.

LOOP-12: BEGINNING AT THE INTERSECTION OF HIGHWAY 408 AND I-20, PROCEED NORTH ON 408 AND LOOP-12 TO I-35 EAST (NORTH OF THE INTERSECTION OF LOOP-12 AND HIGHWAY 183).

LOOP-635: BEGINNING AT LOOP-635 AND I-20, PROCEED NORTH AND NORTHWEST ON LOOP-635 TO THE NORTH DALLAS TOLLWAY (GALLERIA).

BOUTE-360: FROM THE INTERSECTION OF HIGHWAY 360 AND HIGHWAY 287, NORTH ON HIGHWAY 360

ROUTE-360: FROM THE INTERSECTION OF HIGHWAY 360 AND HIGHWAY 287, NORTH ON HIGHWAY 360 TO THE INTERSECTION OF HIGHWAY 121, WEST ALONG BIG BEAR CREEK TO THE RAILROAD TRACK, THEN DIRECT TO THE SOLANA COMPLEX.

SPINE ROAD: BEGINNING AT THE VISTA RIDGE ROUTE, PROCEED SOUTH TO THE GRAPEVINE MILLS MALL, THEN ALONG THE INTERNATIONAL PARKWAY TO THE INTERSECTION OF ROUTE 183 [NOTE: ALTITUDE SHOULD BE AT OR BELOW 1000 FEET MSL.]

DIAGONAL ROUTES

 $\underline{\text{CEDAR HILL:}} \text{ FROM THE INTERSECTION OF I-35 EAST AND HIGHWAY 67 SOUTHWEST ALONG HIGHWAY 67 TO THE INTERSECTION OF HIGHWAY 287 IN MIDLOTHIAN.}$

GRAPEVINE: BEGINNING AT THE INTERSECTION OF LOOP-12 AND HIGHWAY 183, PROCEED NORTHWEST TO THE NORTH LAKE. PROCEED TO GRAPEVINE MILLS MALL, THEN DIRECT TO THE SOLANA COMPLEX. [NOTE: ALTITUDES BETWEEN THE SOLANA COMPLEX AND THE NORTH LAKE SHOULD BE AT OR BELOW 1000 FEET MSL WHEN DFW IS IN NORTH FLOW, AND AT OR BELOW 800 FEET MSL WHEN DFW IS IN SOUTH FLOW.] PROCEED ALONG HIGHWAY 114 TO I-35 AND THE TEXAS MOTOR SPEEDWAY.

MANSFIELD: FROM THE INTERSECTION OF I-20 AND HIGHWAY 287, SOUTHEAST ALONG HIGHWAY 287 TO THE INTERSECTION OF HIGHWAY 67 IN MIDLOTHIAN.

 $\underline{\rm SIX}$ FLAGS: BEGINNING AT HIGHWAY 360 AND I-30, PROCEED DIAGONALLY NORTHEAST TO THE INTERSECTION OF LOOP-12 AND HIGHWAY 183.

DALLAS-LOVE ARRIVAL-DEPARTURE ROUTES

[NOTE: ALL ROUTES INTO AND OUT OF THE DALLAS-LOVE FIELD ARE NOISE SENSITIVE. RECOMMENDED ARRIVAL ALTITUDE IS 1500 MSL. AS LONG AS PRACTICAL. CONSIDER ALL APPROPRIATE METHODS OF NOISE REDUCTION WHEN OPERATING ON THESE ROUTES.]

BRIDGE: FROM OVER THE INWOOD ROAD/HAMPTON BRIDGE ON THE TRINITY RIVER PROCEED NORTH ALONG INWOOD TO STEMMONS FREEWAY, THENCE DIRECT TO THE INTERSECTION OF MOCKINGBIRD LANE AND HARRY HINES BOULEVARD (IDENTIFIED BY THE TWO LOOPED CLOVERLEAF ROUTES ON THE WEST SIDE OF HARRY HINES). HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA MOCKINGBIRD LANE.

LOVERS LANE: FROM THE TOLLWAY ALONG LOVERS LANE TO INWOOD ROAD AND HOLD FOR FURTHER CLEARANCE. FROM INWOOD ROAD THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA LOVERS LANE.

MARKET: FROM OVER MARKET HALL (INTERSECTION OF STEMMONS FREEWAY AND THE DALLAS NORTH TOLLWAY) PROCEED NORTHWEST VIA STEMMONS TO INWOOD ROAD, THENCE DIRECT TO THE INTERSECTION OF MOCKINGBIRD LANE AND HARRY HINES BOULEVARD (IDENTIFIED BY THE TWO LOOPED CLOVERLEAF ROUTES ON THE WEST SIDE OF HARRY HINES). HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA MOCKINGBIRD LANE.

NORTHWEST HWY: FROM THE INTERSECTION OF NORTHWEST HIGHWAY AND THE DALLAS NORTH TOLLWAY PROCEED WEST ALONG NORTHWEST HIGHWAY (LOOP-12) TO MIDWAY ROAD AND HOLD FOR FURTHER CLEARANCE. FROM MIDWAY ROAD THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA NORTHWEST HIGHWAY TO INTERCEPT FINAL AND STRAIGHT IN TO RUNWAY 18.

REGAL: FROM OVER STEMMONS FREEWAY PROCEED EASTBOUND ALONG REGAL ROW TO HARRY HINES BOULEVARD AND HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA BURBANK. (BURBANK IS THE EXTENSION OF REGAL ROW EAST OF HARRY HINES).

STADIUM: FROM OVER THE INTERSECTION OF LOOP-12 AND HIGHWAY 183 PROCEED EASTBOUND DIRECT TO THE FISHING HOLE (SKI LAKE) AND HOLD FOR FURTHER CLEARANCE. FROM THE FISHING HOLE

THE DEPARTURE ROUTES SHALL BE THE REVERSE OF THE ARRIVAL ROUTES EXCEPT WHEN DEPARTING ON TOLLWAY ROUTE WHEN TRAFFIC IS IN A SOUTHEASTERLY FLOW (13L/R). THEN DEPARTURE MAY BE VIA MOCKINGBIRD LANE UNTIL REACHING THE TOLLWAY.

"ARINC Helo Traffic Monitoring Frequency" - 123.02

THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA SHORECREST.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountere below reasonable and safe altitudes.

Check NOTAMs and see AIM for details.